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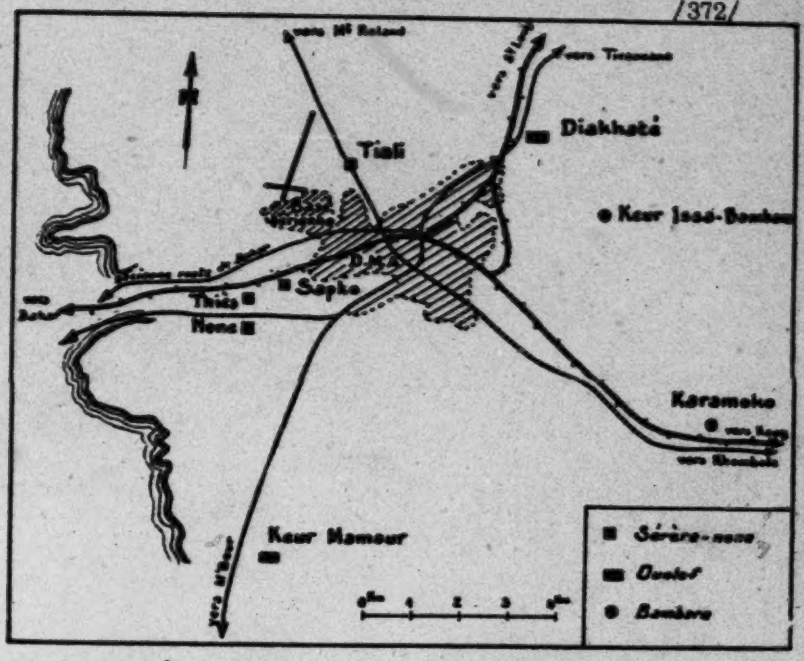

Fig. 1. Thiès, location of the villages mentioned in this study.

S
361 /373 cont./ by its internal plan (it is dispersed in a loose arrangement), but by the arbored countryside that surrounds it.

Karamoko, on the other hand, resembles a Wolof village: few or no trees except around the huts, a monotonous and open countryside.

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369 The founding and the rapid growth of Thiès seems to have entailed perturbations in the life of the neighboring villages, especially at the end of the last century.

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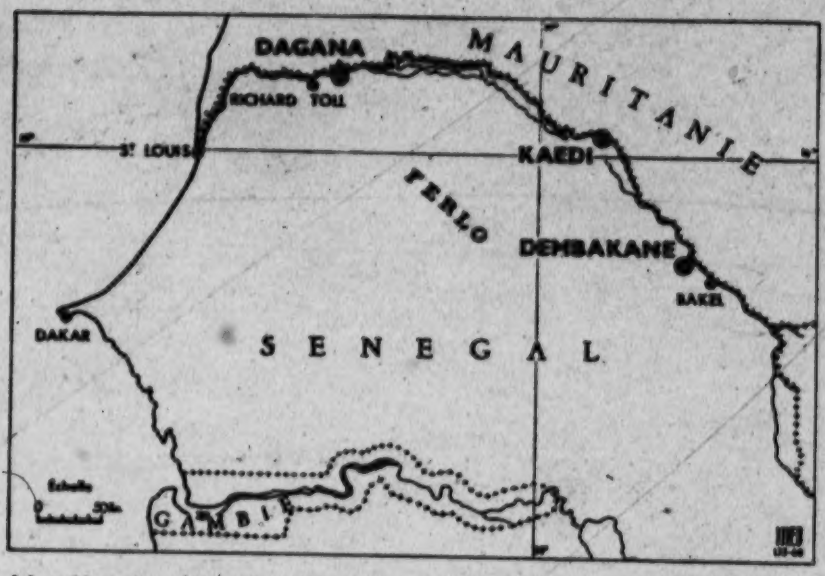

Map No. 1. /Mauritanie = Mauritania; Gambie = Gambia; eschelle = scale./

128
143 and variation of these facts with regard to dates and regions, thanks to various registers which have existed for several generations (Sutter and Tabah [4] and [5], Sutter [6]).

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143 In the western part of Africa it is difficult to gather this kind of information, which the administrative censuses do not normally give. The first quantitative study of endogamy by M. de Lestrange in Guinea among the Coniagui [7] has permitted an evaluation of the size of the isolate, one woman /667/ being able to choose her partner from among 400 to 500 men, but does not specify the frequency of consanguineous unions. It deals with a closed population limited to 8,000 persons.

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125 The population of the valley of the Senegal itself is much more extensive and, in principle, not closed. In this case a demographic inquiry by sampling, taking one out of ten, has been resorted to, which made it possible to establish, in 1957, not only its classic characteristics of structure (sex, age, ethnic affiliation, place of birth, etc.) and of natural change (fertility, mortality), but also elements permitting precise determination of its degree of endogamy.

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[131] At kilometer 13 on the Dakar-Rufisque highway and branching off at a right angle to the latter there is a side road with a sign bearing the notice: Dagoudane-Pikine. Two hundred meters farther on, just beyond the church on the left, the road forks, and the right branch, after passing between two gas stations, in turn divides in two. These three roads, after describing several more or less sinuous meanders, take a northwest direction and traverse the agglomeration from end to end, the east road and the west road being symmetrical in relation to the center one.

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361 Viewed from an airplane, the agglomeration has, in general, the shape of a large rectangle laid flat, its length measuring two kilometers and the median width 1,240 meters. This impression of flatness is deceptive, for the ground is slightly hilly, and the 2 CV which ventures into the cross streets may have the disagreeable experience of not being able to climb back up certain sandy slopes. Very schematically the terrain appears thus: the two center streets and the west one extend along the summit of one dune, with a depression between the two. To the west of the west street, the land descends slightly and then rises again before dropping down to the Niayes. The east street, on the contrary, is located halfway up the slope of a dune, the summit of which runs along the center street and is separated from the latter by a depression which sinks down more and more as one turns northward. Finally, to the east, the land rises again slightly before the railway which skirts Pikine and bounds it on the east. On the north it is -- or rather was, for the land was already divided into lots in 1960, the date of the investigation -- the route of the Niayes which forms the line of demarcation, and on the west the Niayes themselves. /156/ On the south, except for the sheds of the ICOTAF in the eastern part, there is no clear boundary.

36 For the visitor who views the agglomeration for the first time, Pikine leaves a contradictory impression: first, of uniformity and monotony. It is undoubtedly easy to orient

/156 cont./

36 oneself once one has grasped the principle of the cutting up of the city into four sections by the three axes of roads, just as it is easy to align the principal landmarks on each of the two extreme axes: on the west road the Chavanel house opposite the first market, then the commissariat, the mosque,

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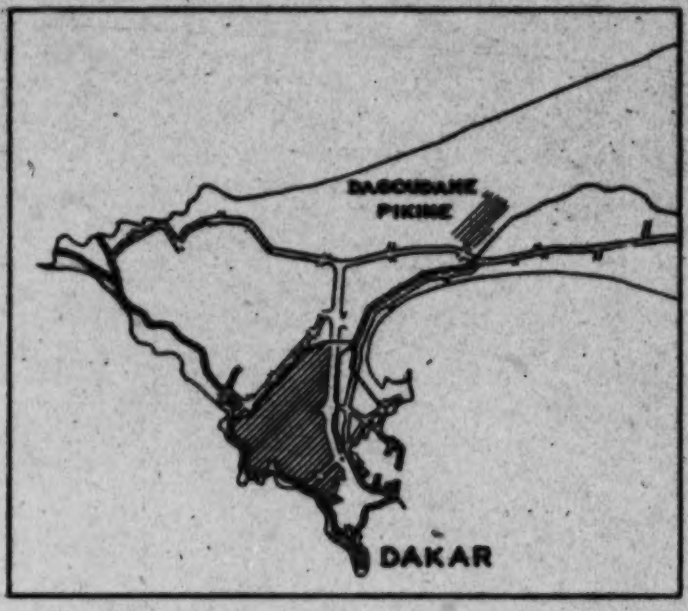

36 and on the left, halfway, the / map appears here/ big market with, at the end, the block that houses the cinema El-Karim and a business; on the east road, at the right, the business of the Syrian, then, after the turns, the district /cité/ named after the ICOTAF because it is adjacent to the lands occupied by the factory, a long space as yet unoccupied, and finally, on the left, first the cinema El-Hilal, and, some 200 meters beyond, the second district named after the Pépinière. On the center road, by contrast, there is no notable building, but simply, towards the middle, two large empty spaces on both sides of the road, with a sports field on the right. But if one

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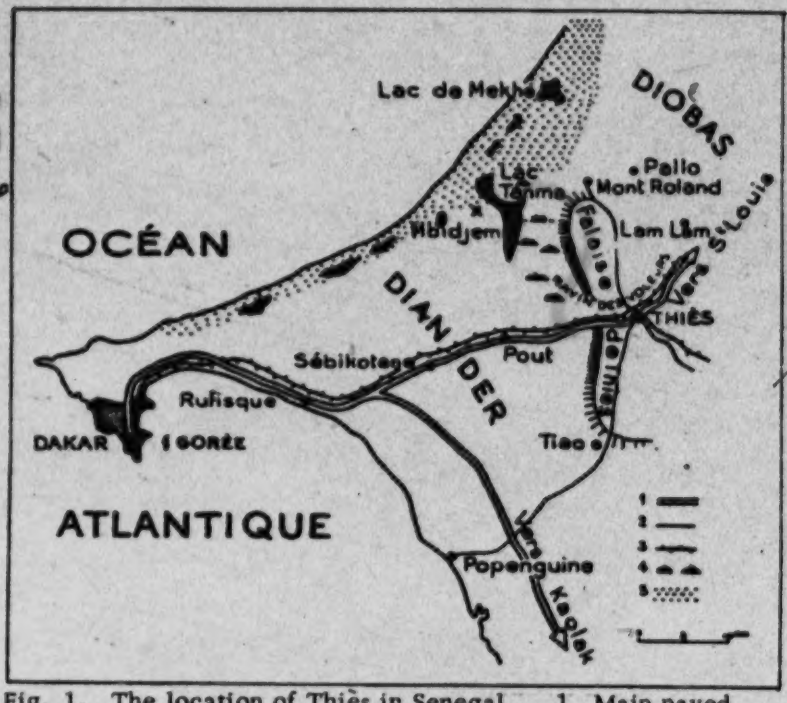

Fig. 1. The location of Thiès in Senegal. 1. Main paved road; 2. secondary road; 3. railroad; 4. swamps; 5. sand.

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Verde Peninsula. As long ago as this epoch Thiès seems to have been a strategic point and support point of primary importance.

As early as 1880 the provinces of Diander and Diobas were pacified. The military posts lost their importance and were abandoned one after the other, for example, Nguiguis (near Tivaouane) and Mbidjem. Only the one at Thiès, because of its exceptional location, survived and developed.

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2. The commercial escale (1880-1923).

The years of the decade 1880-1890 correspond to the period of the development of groundnut cultivation in Senegal and to the construction of the Dakar--Saint-Louis railroad.

/8 cont./

Fig. 1. Domain of the groundnut in Senegal.

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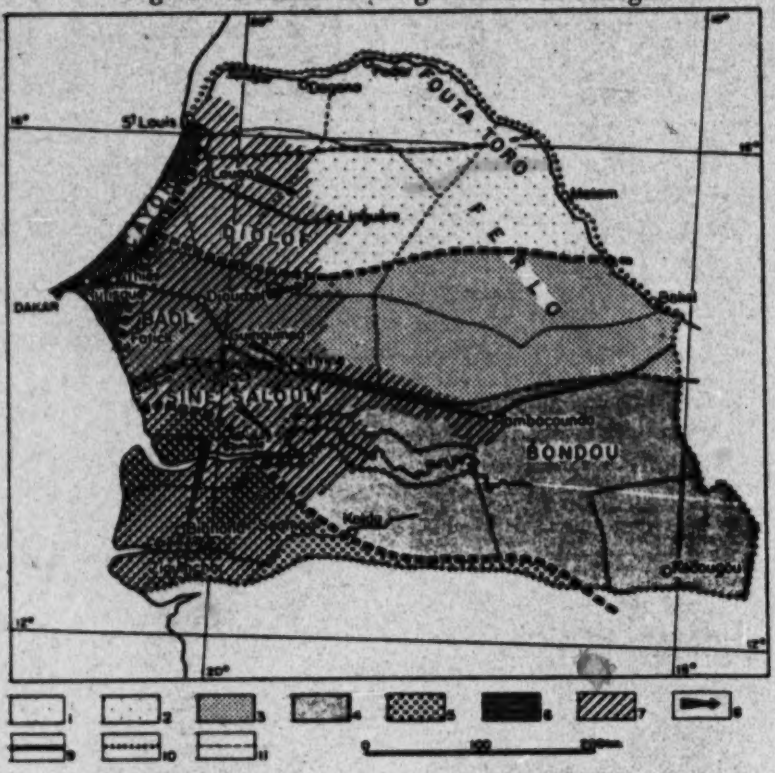

1. Sahelo-Saharan zone:
2. Sahelo-Sudanese zone;
3. Sudano-Sahelian zone .
4. Sudano-Guinea zone.
5. Guinea zone.
6. Coastal zone with relics of the Guinea woodland.
7. Groundnuts.
8. Progression of the domain of the groundnut.
9. Railroad.
10. Boundaries of the states.
11. Boundaries of the circles.

/372 cont./

369 plateaus made up of two volcanic systems of different ages,
133 separated by a small, low plain, the whole tilting toward the east-northeast. This head of the penisula is savagely attacked by oceanic floods which create on these coasts many capes and little bays, as well as some little detached islands not very far away. It is in one of these little bays, the bay called Dakar,
361 the most extensive and the best protected, that the great modern
369 port is located, between Pointe de la Défense and Pointe de Bel-Air (Fig. 1).[1] Incontestably, this head of the peninsula makes a favorable site for a port city, a site whose equal would be sought in vain in West Africa (Fig. 2).[2]

•131 /373/ But even more than the site, it is the location of
361 this forward cape of Africa that constitutes a trump of the first
369 order in the cards of Dakar. Crossed by the north parallel 14°
487 40' and located at the center of curvature of the great western bulge of the African continent, almost halfway between the 30th degree north where the desert begins and the regions of the Bénin, former slave-dealers, the peninsula occupied an interesting position in the former navigational system of the central and southern Atlantic, for both the ships coming from the north and those coming from the south. It was in fact chosen as the first place of easy reprovisioning for the sailors who had traveled for several days along a desert-like coast from south of Morocco, while, for the ships coming from the Gulf of Guinea, it was the last place for provisioning available before the Canaries. Moreover, the tip of the peninsula is the most westerly of all the headlands of the Old World. Cape Dunemore in Ireland, which is the most westerly in Europe, does not go beyond 11° west of Greenwich, whereas the peninsula of Cape Verde goes beyond 17° west, even reaching 17° 32' 16" at Cape Almadies. Dakar is thus more than 500 kilometers west of Casablanca (3); it is

[113]

3. Marcel M. Chartier, "Dakar, Port aérien /Dakar, aerial port/," in Cahiers d'Outre-Mer, 1948, p. 87.

[1] [See category 116, p. 5--Analyst]
[2] [See category 116, p. 11--Analyst]

/373/

369 therefore one of the Old World's closest points to South America
36 (4). Dakar and Natal are about 3,000 kilometers apart.
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4. Cape Roxo and the region of Freetown are closer from Cape St. Roque by 250 kilometers (cf. J. Richard Molard, in "La presqu'île du Cap-Vert /The peninsula of Cape Verde/," I.F.A.N., Dakar, p. 10).

[113]

These advantages of site and location, however, should not make one forget that the tip of the peninsula of Cape Verde did not have easy access. On the one hand, the shallow depths
[133] which border it on its north front caused many shipwrecks, the
369 pillage of which in part supported the riparian populations, and,
175 on the other hand, it did not offer any security for the possible
[579] establishment of a settlement because of the very independent character of the Lébou, who were tightly organized in a geronto-theocratic republic under the authority of the "Great Serigne" (5).

5. Great Marabout.

after being freed from the bondage of the Damel (6) around 1809.

6. King of Cayor.

Thus, one should not be surprised that the actual occupation of the peninsula by France was very late. For a long time the island of Gorée better satisfied the needs of the early navigators. Discovered by the Portuguese at the same time as Cape Verde, in 1444, the island, located off the southeastern cape of the peninsula, was still uninhabited when the Hollanders appeared at Cape Verde in 1588. In 1617 the latter bought it from the chiefs of the coast "for iron and some nails" (7). This island of less than a

[113]

7. Dr. Cariou, note on Gorée in "La

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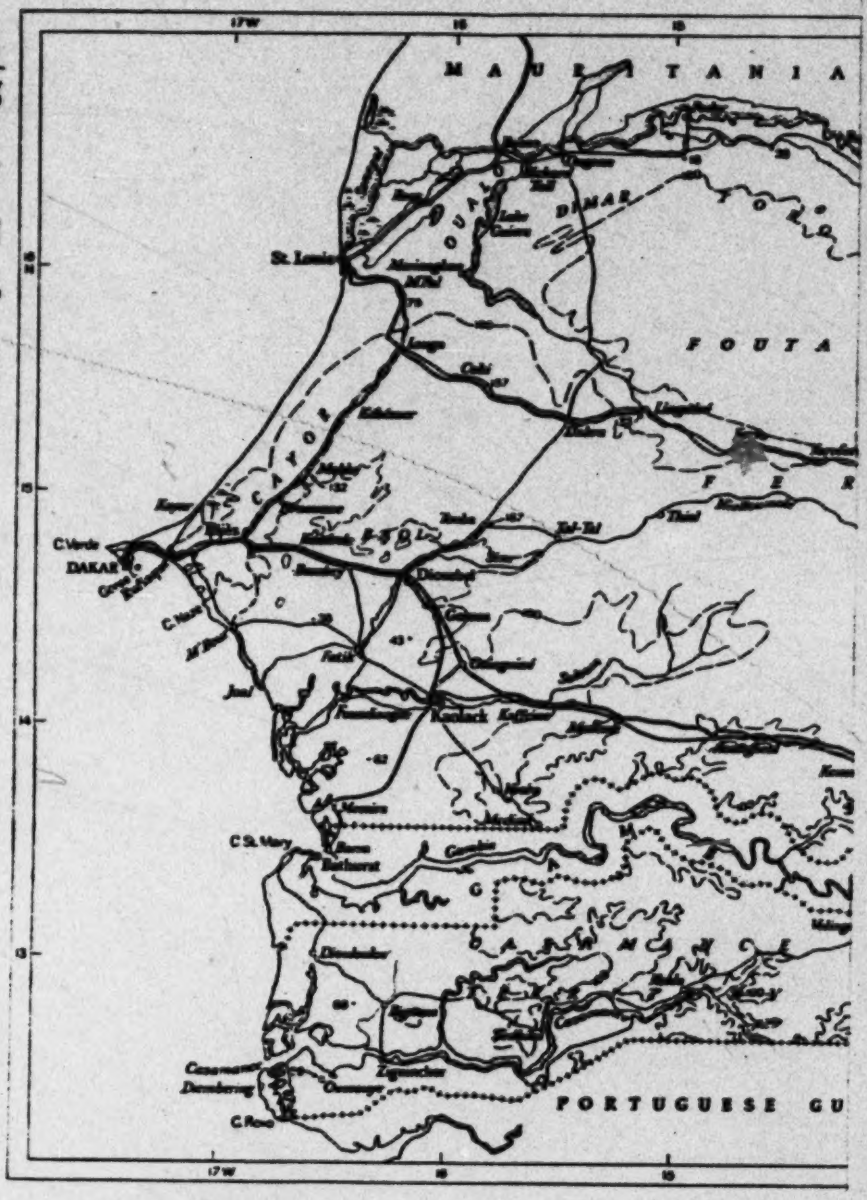

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FIG. 47. Senega

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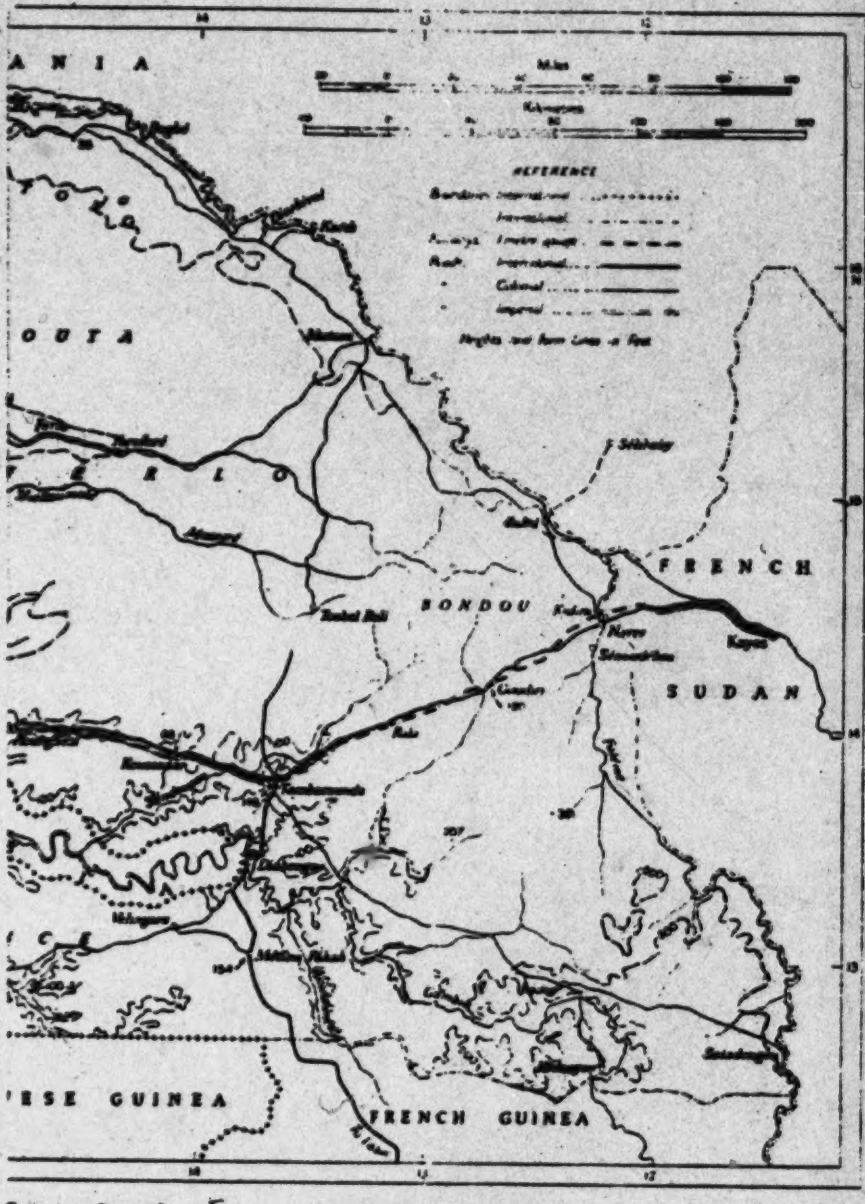

No. 47. Senegal

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22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

CHAPTER VIII

SENEGAL AND THE DISTRICT OF DAKAR

1. GENERAL

Senegal. Area: 77,220 square miles. Population (1937): 1,666,374. Density per square mile: 21·58. Capital: St. Louis.

District of Dakar. Area: 66 square miles. Population (1937): 126,929. Density per square mile: 1,923·16. Headquarters: Dakar.

ALTHOUGH it has fewer inhabitants than most of the other colonies and a lower density of population than Dahomey or the Ivory Coast, Senegal is the most important of all the members of the Federation. Much of the colony is semi-desert, but the remainder is closely settled by some of the most vigorous and progressive peoples of French West Africa. Most of the native citizens are Senegalese, and the fame of the tirailleurs is known in every land. The colony contains some of the earliest French settlements, and its honourable position is attested by the fact that it alone in the Federation sends a direct representative to the Chamber of Deputies at Paris.

The full title of the District of Dakar is the *Circonscription de Dakar et Dépendences*. Besides the town of Dakar it includes Goree, Rufisque, the territory round them, and a few small enclaves inside Senegal. One of these enclaves is at Sebikotane, where is situated the William Ponty School. The District has been a separate political entity since 1924, and its Administrator is not responsible to the Governor of Senegal.

The British colony of the Gambia has all its land frontiers with Senegal.

The greatest distance from north to south in Senegal is 249 miles, and the greatest from west to east is 365 miles. The colony extends from 12° 19′ N. to 16° 42′ N. and from 17° 20′ W. to 11° 20′ W. The extreme west of the Cape Verde peninsula is 17° 32′ W.

Boundaries. The Atlantic Ocean forms the main western boundary. The only exceptions to this are the frontier with the Gambia and the boundary between Senegal and Dakar. The latter leaves the coast at 14° 49′ N. and runs roughly south-south-east until it is 2 miles from Goree bay. There it turns east and afterwards south to strike the bay 1 mile east of Rufisque.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37
Gambia FC 1

S
131 The intercolonial boundary between Senegal and Mauritania begins at 16° 04′ N., 20° 31′ W. It runs east, then north-east, and then south-east to reach the Senegal river 2 miles above St. Louis. The right bank of the river is followed upstream for more than 500 miles until the confluence with the Falémé. This left-bank tributary is pursued, jointly with French Sudan, upstream for 30 miles, but the boundary is east of it for 64 miles, before rejoining it for a further 130 miles. At the end of this last stretch is the meeting-point of French Sudan, Senegal, and French Guinea, and the boundary between the two latter colonies turns west along the foothills of Fouta Jalon. It is fairly straight for its first 60 miles, but later it bends considerably. It crosses the Gambia river 18 miles above Kédougou. It then follows an even more irregular course westwards, but curves north to avoid Youkounkoun. Nine miles north-north-east of this town it turns almost west, and, using one of the headstreams of the Koulountou, keeps this direction as far as 12° 40′ 30″ N., 12° 42′ 45″ W., the north-eastern corner of Portuguese Guinea. From here the international frontier runs due west for 100 miles, ignoring natural features. It then goes south-west for 37 miles and a little north of west for 22 miles before taking a line almost half-way between the Casamance and the Cacheo. It meets the sea at Cape Roxo.

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G
131 The northern frontier of the Gambia leaves the Atlantic coast at 13° 35′ 40″ N. and runs due east for 72 miles. After this the frontier follows a demarcated line which averages a distance of 6 miles from the right bank of the Gambia river. This continues to be the case as far as a point 22½ miles south-west of Tambacounda. The frontier then turns, crosses the river, and reaches a point 6 miles from the left bank. Owing to the river's meanders this is almost on the bank 6 miles below Diabougou. The right-bank procedure is then followed westwards to 13° 21′ N., 15° 46′ 30″ W. From here the frontier goes due south for 12½ miles to latitude 13° 10′ N. This parallel is followed due west to the Allahine river, which marks the last 15 miles of the frontier.

2. PHYSICAL DESCRIPTION AND GEOLOGY

S
133 Almost the whole colony lies below the level of 200 feet and, except in the province of Haute Gambie, there is a monotonous regularity of feature. Indeed, the coastal dunes north of Dakar afford some of the

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

near the Senegal river, the Fulani in the centre of the colony, and the Mandingos in the east of it.

The District of Dakar

The 66 square miles of the District of Dakar contain 126,929 persons; but the figures for density per square mile mean even less than elsewhere, since most of the inhabitants live in the town itself.

In 1937 there were 118,459 natives and 8,470 Europeans, of whom 6,728 were French. This was about a quarter of the total of Europeans in the whole Federation.

Inland Towns

Bakel (14° 52′; 12° 24′ W.) Population, 2,103. Provincial headquarters. Medical post. Landing-ground. Regional School. Garage. Daily market.

Bakel is on the left bank of the Senegal (Plate 83) where the river passes between cliffs some 17 miles below the entrance of the Falémé. It is a local market for gum, ground-nuts, grain, gold dust, hides, and ostrich feathers. Most of the inhabitants are Moslems.

By river it is 531 miles from St. Louis and 84 miles from Kayes, and there is a fortnightly steamer service when the water permits. By colonial road Bakel is 386 miles from St. Louis, 93 miles from Matam, and 32 miles from Kidira. A bus service connects all these places. The river can be crossed by ferry, and from the Mauritanian bank a poor track leads to Sélibaby (32 miles).

Bambey (14° 40′; 16° 25′ W.). Altitude, 59 feet. Population, 4,209. Mixed Commune. Dispensary. Police station. Meteorological station. Landing-ground. Garage. Agricultural experimental station. Daily market.

Set in the midst of an area of dense population, Bambey is a prosperous market town. The main product of the locality is ground-nuts, and large quantities of these are put on the train each year. They also form the chief speciality of the agricultural experimental station.

Communications. By railway Bambey is 77 miles from Dakar, 33½ miles from Thiès, 17 miles from Diourbel, and 319 miles from Kidira. It is on the intercolonial road, being 49 miles from Thiès and 16 miles from Diourbel. A colonial road goes almost due south to Fatik (27 miles). There is a daily bus service (p. 473) to Fatik, Foundiougne, and Kaolack.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

36 [131] [162] BIGNONA (12° 49′; 16° 16′ W.). Altitude, *c.* 60 feet. Population, 1,611. Provincial headquarters. Medical post. Military post. Emergency landing-ground. Garage.

Bignona stands on the left bank of a small and marshy tributary of the Casamance. Canoes carry a certain amount of merchandise, as [438] also do lorries. The principal items of trade are ground-nuts, palm [162] kernels, wax, rice, and fruit. Most of the native inhabitants are Dioulas.

Colonial roads lead south to the Casamance opposite Ziguinchor [491] (16 miles), east to Sedhiou (58 miles) and Kolda (120 miles), and north-west to Diouloulou (35 miles) and the frontier of the Gambia (46 miles). There are also several minor roads and tracks.

[131] [162] DAGANA (16° 27′; 15° 34′ W.). Altitude, 13 feet. Population, *c.* 3,500. District headquarters. Medical post. Emergency landing-ground. Regional School. Race-course.

[439] Dagana is on the left bank of the Senegal, and its chief economic function is as a market for Mauritanian gum. This is shipped down [487] river to St. Louis, 116 miles away. There is also connexion upstream to Podor (61 miles), Bakel (403 miles), and Kayes (487 miles).

[491] By colonial road Dagana is 86 miles from St. Louis and 332 miles from Kidira. It is on the bus service (p. 474) between these two [494] places. Southwards another colonial road leads across sparsely inhabited country to Dahra (89 miles) and Diourbel (162 miles). From the opposite bank of the Senegal a track goes to Mederdra, some 30 miles distant.

[131] [162] DIOURBEL (14° 39′; 16° 10′ W.). Altitude, 39 feet. Population, 15,442. Mixed Commune. Provincial headquarters. Medical post. Police headquarters. Emergency landing-ground. Power station. Hotel. Garage. Daily market.

This flourishing town lies across the little Sine river in the middle of a well-cultivated shallow valley. To the north the ground rises [438] somewhat. Diourbel owes its prosperity to ground-nuts, and 100,000 tons of them pass through the town every year. There are [258] several factories for the shelling of the nuts and for the expression of their oil. Besides this, Diourbel is the headquarters of the province [162] of Baol and a route centre. Its inhabitants are mainly Moslems, who [871] have a large and important mosque. There is also a special school for sons of chiefs.

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The electric power station has a gas-engine plant that burns the residue from ground-nut presses. 36 [377]

Communications. Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Nayes (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles). [496] [491]

LOUGA (15° 37′; 16° 16′ W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market. [131] [162] [654]

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters. [438]

Electricity is supplied by an oil-driven plant. [377]

Communications. Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks. [496] [491]

PODOR (16° 35′; 15° 02′ W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market. [131] [162]

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis. [439]

Communications. By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Nayes. There is a ferry across the river to connect with tracks to such Mauritanian [487] [505] [491]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

36 towns as Boutilimit and Aleg. There is also a track that runs south-
[491] south-westwards to Yang-Yang. For half the year there is a bus
[494] service twice a week to St. Louis in one direction and to Kidira in the other. 1/n

[131] [162] TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population, *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

[491] [496] [248] On a slight eminence above a marshy tributary of the Sandougou, Tambacounda is of considerable importance as a route centre. It is not only a road junction but also the most southerly point in Senegal of the Dakar–Niger railway. Near the town is a sisal plantation.

The hotel is open only from December to May.

[496] [491] By rail Tambacounda is 285 miles from Dakar, 111 miles from Kidira, and 170½ miles from Kayes. One intercolonial road runs westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was [509] connected to Dakar and Bamako by a weekly air service operated by Air France.

[131] [162] [797] THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

[498] [438] Since the opening of the railway in 1885 Thiès has grown from a collection of native huts to a large town. The railway workshops employ many hundreds of men, and the market handles considerable quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

Communications. Thiès is a railway junction, being 43½ miles [496] from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira. [491] It is also a meeting-place of intercolonial roads. One of these comes from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going [494] south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.

1/n [From the Town of Podor--Analyst]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

In 1927 apprentice courses in woodwork and metalwork were started in St. Louis and Kaolack by the Public Works Department for selected schoolboys between the ages of 13 and 16 years.

There is a number of educational institutions in Dakar of a higher grade than primary. These are the responsibility of the Federal Government and have been described in Volume I.

Health

Senegal is divided into thirteen medical districts, each of which is intended to be under the supervision of a European medical officer. There are 17 medical stations, each under a native auxiliary. There are also 16 maternity centres and 117 posts visited once a week by a medical officer.

In 1937 Senegal and Dakar had 3 major hospitals and 34 minor hospitals and dispensaries. These provided 394 beds for European patients and 1,805 for native. There were 80 European medical officers, 31 native auxiliaries, 30 midwives, 124 male nurses, and 21 female nurses.

In addition there were four travelling parties (*groupes sanitaires mobiles*). One of these specialized in fighting sleeping-sickness in the Casamance Territory, and the other three were concerned with more general sanitary and prophylactic measures.

The Pasteur Institute at Dakar, a federal concern, is justly famous. Some medical work is done by missionaries. Unofficial committees of the Croix-Rouge are concerned with infant welfare at Dakar, Diourbel, St. Louis, and Tivaouane.

In 1937 Senegal voted 12,000,000 francs for medical services and Dakar 11,000,000 francs.

10. PORTS

St. Louis (16° 01′; 16° 30′ W.). Population, 30,586, including 1,231 Europeans. Colonial capital of Senegal and of Mauritania. Full Commune. Headquarters of the province of Bas Sénégal. Custom-house. Law courts. Chamber of Commerce. Hospital and dispensary. Army headquarters and barracks. Police headquarters. Belgian Consulate. Meteorological station. Landing-ground. Wireless station. Lycée Faidherbe. École des Fils des Chefs et des Interprètes. Higher Primary and Technical Schools. Protestant and Roman Catholic missions. Bank of West Africa. Power station. Prison. Hotels. Garages. Race-course. Botanical gardens. Experimental plantation. Daily market.

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[ST. LOUIS]

206 *Wireless.* The wireless station is to the south of Guet N'Dar.

505 [648] *River.* Above Faidherbe Bridge the river is closed to all vessels not flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

[497] [494]

	1928	1929	1930	1934	1935
Sent by rail or road	9,545	9,555	11,456	5,269	6,224
Sent by river	2,520	5,815	3,425	313	260

Shipping. There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

36 [31] [62] [489] [712] [648] [654] [508] [697] [498] [654] DAKAR (14° 39′; 17° 25′ W.). Population, 80,052, including *c.* 6,000 Europeans. Capital of the Federation and Headquarters of the District of Dakar. Full Commune. Custom-house. Law courts. Chamber of Commerce. Pasteur Institute. Hospitals. Naval base and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian, Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteorological station. Airport and seaplane base. Wireless stations. Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station. Prison. Public library. Hotels. Garages. Railway workshops. Cinemas. Race-course. Sports stadium. Botanical gardens. Agricultural experimental station. Daily market.

361 [433] Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore, well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

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[DAKAR]

route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire.

Wireless. The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point.

Cable. Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

Shipping. Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest.

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital.

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes.

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln.

The only source of water is an artesian well in the fort.

Trade. Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland.

Harbour. In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet.

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage.

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[RUFISQUE]

439 Rufisque was the first port from which ground-nuts were exported, and to-day ground-nuts are still the main article of trade. In the first quarter of 1939 it exported 25,152 tons of them. On the north side
504 of Goree bay, Rufisque can only handle small ships. There is anchorage off shore in 3–7 fathoms, but from July to November heavy swell makes it almost unusable.

633 Since 1937 the town has been in the District of Dakar.

Jetties and Equipment. There are three jetties with alongside depths
504 of at least 9½ feet. Two of these are of iron, one being 603 feet long and 33 feet wide with an extension by a wharf 65 feet long and 52 feet wide. The third is of concrete and is 656 feet long. Decauville tracks connect these jetties to the railway. There is one 5-ton crane and one 2-ton, besides smaller ones. There are 4 tugs and 2 lighters.

Communications

496 *Rail.* By rail Rufisque is 17 miles from Dakar, 26½ miles from Thiès, 146 miles from St. Louis, and 268 miles from Tambacounda.

491 *Road.* The intercolonial road runs from Dakar (15 miles) through to Thiès (29 miles), where it divides. Eight miles beyond Rufisque a colonial road branches off it to go to M'Bour (38 miles), Joal (61 miles), and Fatik (101 miles). Another colonial road goes northeastwards from the town to Sangalkan (6 miles) and Kayar (17 miles).

36 M'Bour (14° 21′; 16° 57′ W.). Population, *c.* 4,500, including 175
[131] Europeans. Mixed Commune. District headquarters. Custom-
[62] house. Medical post. Police station.

The town of M'Bour stands at the head of a shallow cove which extends for a mile out to sea as a passage between two reefs. Inside
[504] the cove the water is up to 4½ feet deep, and there is a wharf used by surf-boats. Ships anchor 2½ miles off shore, but heavy swell makes
[439] conditions difficult from June to November. Ground-nuts and millet are exported.

[491] M'Bour is on the colonial road from Rufisque (38 miles) to Joal (23 miles) and Fatik (63 miles). Several minor roads lead inland,
[494] notably one to Thiès, along which there is a bus service twice a day. For half the year there is also a service to Joal.

[131] Joal (14° 09′; 16° 51′ W.). Population, *c.* 900. Custom-house.
[62] Roman Catholic mission.

Joal was founded by the Norman Company in the middle of the
[175] seventeenth century. It was captured by the Dutch in 1677 and by

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[JOAL]

the British 70 years later, and it did not finally become French until 1763. It is on a sandspit in front of a coastal lagoon. Off shore there is a large sandbank, exposed at low tide.

There is a small wharf, but, owing to the difficulty of access, there is very little trade. In 1937, for example, only 4,600 tons of goods were handled and their value was 4,600,000 francs (£36,970).

The colonial road from Fatik (40 miles) to M'Bour (23 miles) and Rufisque (61 miles) runs through the town. There are also minor roads. From November to June there is a bus service to M'Bour and Thiès four days a week.

FOUNDIOUGNE (14° 06′; 16° 29′ W.). Population, 2,734. Mixed Commune. District headquarters. Custom-house. Medical post.

Foundiougne is on an island formed by the Saloum, the Djomboss, and their connecting channels. Much of the district is swampy, but the town itself is on a piece of firm ground on the left bank of the Saloum, 33 miles from the sea.

Anchorage in the river is in 3½ fathoms. There are 8 wharves, of which 1 is owned by the municipality.

The principal export is ground-nuts, but in recent years Foundiougne has declined in prosperity. This is owing to the rise of Kaolack, which is better situated on the north bank of the river and which has much better communications.

There is a ferry across the river, and from its far side a rough road leads to Fatik. South of the river there is a colonial road eastwards to Kaolack (32 miles). Along both these roads there is a bus service, daily in the dry season and fortnightly in the wet.

FATIK (14° 18′; 16° 27′ W.). Population, 3,521, including 128 Europeans. Mixed Commune. District headquarters. Medical post. Police station. Emergency landing-ground. Regional School. Garage.

At Nonane, on Marigot de Fatik 14½ miles above its junction with the Saloum, is the site of one of the old *escales*. This is the upper limit for boats drawing 10 feet, but smaller craft can ascend a further 7 miles to Fatik, 58 miles from the sea. The town is on the right bank of the river, which is here called the Sine.

Trade is chiefly in ground-nuts.

Colonial roads lead north to Bambey (27 miles), south-east to Kaolack (28 miles), and south-west to Joal (60 miles), and a minor road south to Foundiougne.

The landing-ground is half a mile west of the town.

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36 [13] [162]

KAOLACK (14° 07′; 16° 07′ W.). Population, 21,973. Mixed Commune. Headquarters of the province of Sine-Saloum. Custom-house. Chamber of Commerce. Medical post. Police headquarters. Meteorological station. Landing-ground. Wireless station. Regional School. Roman Catholic mission. Bank of West Africa. Banque Commerciale Africaine. Hotels. Garages. Race-course.

[439] Kaolack exports more ground-nuts than any other port in the Federation. It is a well-planned town with squares and trees, and it is on the right bank of the Saloum, 71 miles above its mouth, where [487] [505] the river is 100 yards wide. It is the limit of navigation for sea-going ships.

[162] In 1904 Kaolack had only 300 inhabitants, but the development of communications in the neighbourhood has caused it to grow to its present size. The figure given above is for the permanent popu- [166] lation only. At the height of the ground-nut season there are an additional 20,000 temporary inhabitants.

Trade

[439] During the first quarter of 1939 Kaolack exported 32,259 tons of ground-nuts (Plate 122), as against 26,832 tons from Dakar. Owing to the bar across the Saloum, however, many ships do not load to their maximum capacity but go on to Dakar to complete their lading. [258] Across the river from the town is a large salt-works.

The Port

[504] On the north bank there are concrete quays with a total length of over 2,000 feet and on the south bank there is a small wharf. At Lyndiane, 9 miles downstream, is a wharf belonging to the firm of Peyrissac et Cie.

Communications

[498] *Rail.* Kaolack is the terminus of Route 5 to Guinguiné (14 miles), and is therefore 142 miles from Dakar. It is also the terminus of Route 6 to Lyndiane (6¼ miles). Both stations are close to the river, and there is a line directly on to the quays.

[491] *Road.* Intercolonial roads lead northward to Gossas (25 miles), Thiès (82 miles), and Dakar (126 miles), eastward to Kaffrine (37 miles) and Tambacounda (188 miles), and south-south-westward to Messira (49 miles) and the frontier of the Gambia (57 miles). The last-named road crosses the Saloum by a bridge. A colonial road goes north-west to Fatik (28 miles), another south-east to Nioro

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[KAOLACK]

(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles). 36 [491]

Air. The airfield is 1 mile north-east of the town. [508]

Wireless. The wireless station is in the centre of the town. [206]

Shipping. Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar. [505]

ZIGUINCHOR (12° 32′; 16° 21′ W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market. [131] [162] [743]

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled. [504]

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque. [439]

Communications

Road. The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering. [491]

Air. Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town. [509]

Wireless. The two wireless stations are housed in the same building. [206]

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SEDHIOU (12° 42′; 15° 31′ W.). Population, 1,653. Provincial headquarters. Medical post. Emergency landing-ground. Regional School.

Sedhiou is on the right bank of the Casamance, 68 miles above Ziguinchor and 110 miles from the sea, and it is only usable by vessels drawing up to 5 feet. Formerly more prosperous than it is to-day, it has some brick buildings and shops. Many of the traders are Syrians, and there is a modest export of ground-nuts, hides, rice, and wax.

By colonial road Sedhiou is 58 miles from Bignona, 74 miles from Ziguinchor, and 62 miles from Kolda.

11. MINERALS

THE principal mineral exported from the colony is ilmenite, which is washed from beach sands between Rufisque and Cape Rouge, between Joal and Diakhanor, and at the mouth of the Casamance. Zircon (Vol. I, pp. 295–6) is obtained from the same sands, the ilmenite:zircon ratio being about 3:1. Other minerals of potential value are phosphates and limestone, both of which occur in Lower Eocene strata. Lenticular beds of phosphate, ranging from 30 to 65 per cent. bone phosphate of lime, are found near Matam and near Thiès. Limestones and marls are more widespread than in any other colony, and at Rufisque they have been worked experimentally for the commercial production of cement. Bitumen has been encountered at Dakar in borings for water, but investigations have shown that the geological structure is unsuited to the accumulation of petroleum.

12. AGRICULTURE

THE Gambia divides the millet from the manioc zone, but ground-nuts are the chief crop of both. Sisal-growing is an important, though more recent, industry. South of the Gambia the Casamance Territory provides a rich area for fruit and subsistence crops as well as for ground-nuts.

There is far more production for export than in any other colony.

Food Crops

Millets. Millets form the staple diet of the majority of the native population and are grown all over that part of the colony north of the

/92/

I. General Information

131 634 a) Geographical survey. The circle /cercle, an administrative district/ of Sine-Saloum is a vast region of 26,000 square kilometers in area. It is one of the most important parts of the colony of Senegal. It is a heavily populated region. Finally, it has an economic value greater than that of the other territories which, together with it, constitute the Government of Senegal in French West Africa.

Bounded on the west by the Atlantic Ocean, it touches on the upper basin of the Gambia to the east and therefore on the very borders of the western Sudan, from which it is separated only by the circle of Tambacounda.

To the north, it reaches the desert of the Ferlo and the Djoloff region.

Along the entire southern part, its frontier runs along the territory of the British colony of Gambia, following precisely the parallel 13° 35' 36", conforming to the delimitation of the International Commission of 1891.

Such are its geographic limits.

133 A great navigable route crosses it from east to west, ending at the ocean; this is the Saloum River, which today is no more than a long maritime channel, narrow in its upper part, which the mud ruins by obstructing it, and ending in a vast estuary with a thousand /93/ ramifications, bordered by banks of sand and providing passage for ocean-going vessels at the place called Pointe de Sangomar, where there is a very narrow and not very deep passage. At low tide, in fact, the depths there are only three and a half to four meters. Under the influence of the trade winds and the tide race, the bar is subject to displacements which the hydrographic [502] service rectifies by a series of buoys which is continued even [361] beyond the estuary and up to Kaolack, a port about 100 kilometers from the coast.

[505] In this sea arm of the Saloum, the tide makes its effects felt almost to Birkelane, 130 kilometers from the ocean. The

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/Between 100 and 101/

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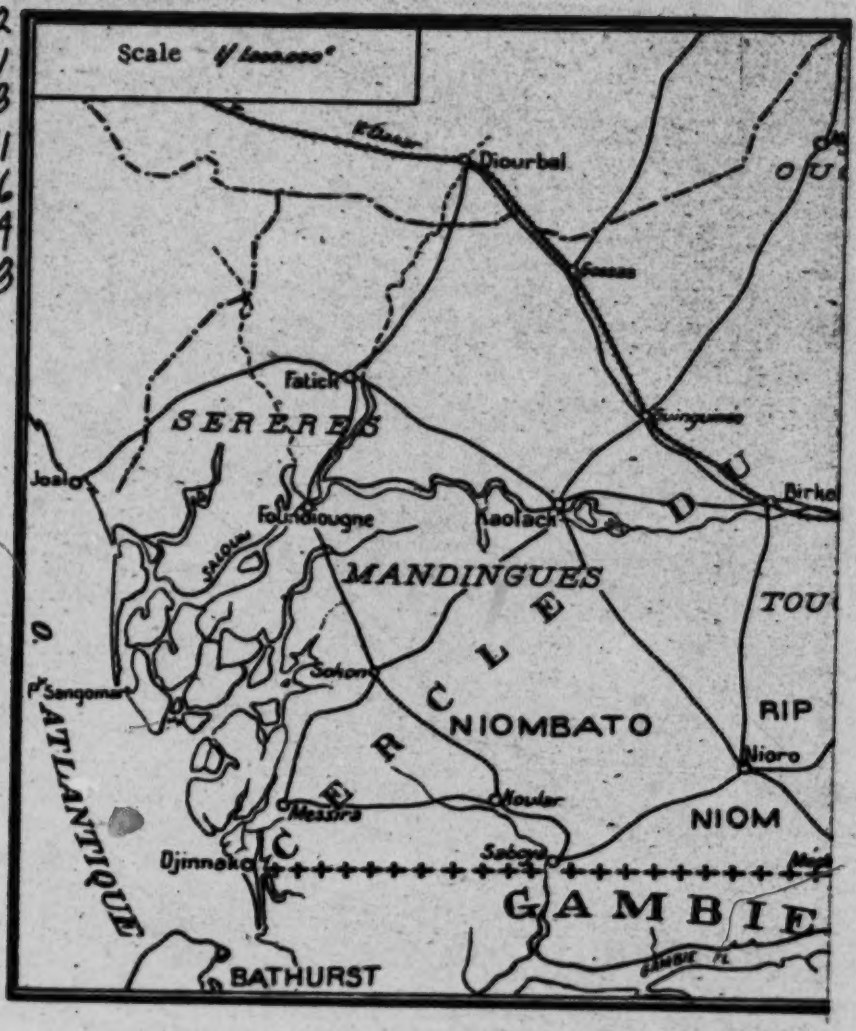

Circle of Sine Saloum

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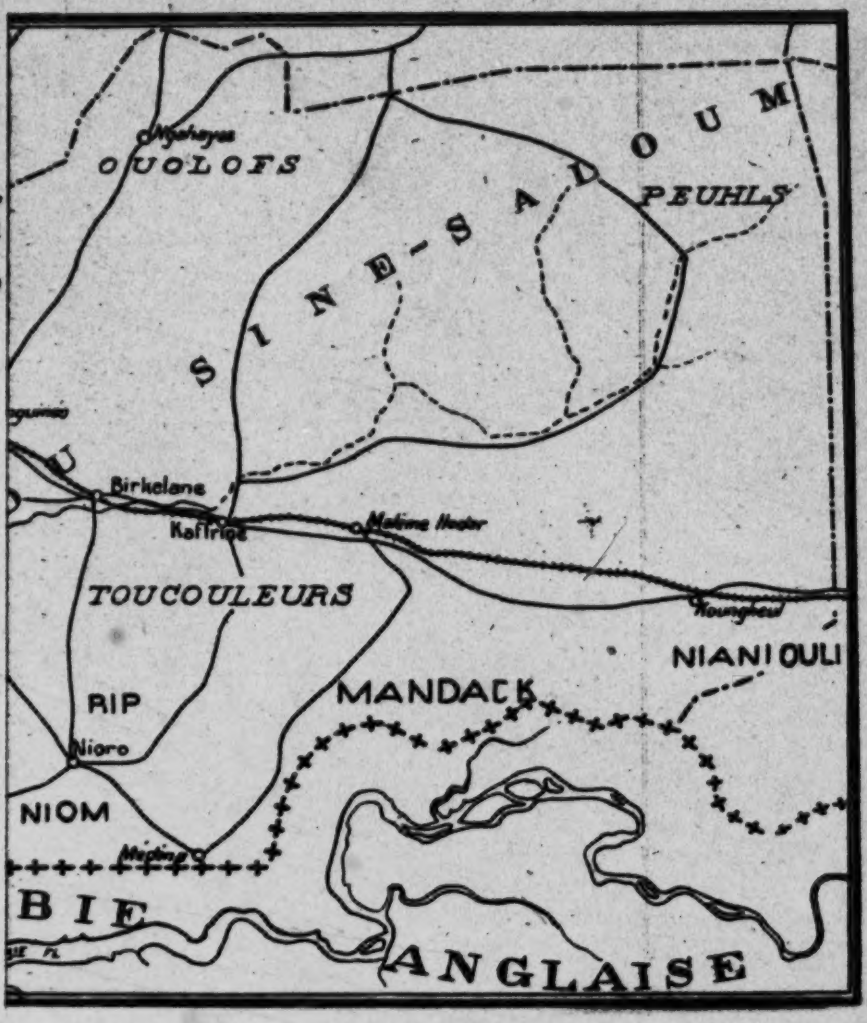

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